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INFORMATION REPORT

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SUBJECT

Aircraft at Airfield North of Kobrin

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SUPPLEMENT TO REPORT NO.

May 1946 to May 1948

The airfield was located north of KOBRIN (24°22'E/52°12'N), 1., Thite Russian SSR (see Annex 1).

The field was occupied by about 150 single and twin-jet fighters. The latter planes, with a long and projecting cockpit, a cannon of about 50-mm caliber, and an estimated landing speed of 125 mph, flew mostly in formations of three planes.

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April to August 1948

- The airfield was located in an open and level, partially plowed terrain, north of KOBRIN, along the road to MINSK. There were no buildings other than two to three cantonment buildings and a small tower with a windcone. Cne cantonment building probably served as a weather station since balloons were hoisted and positions taken there. The pilots and ground personnel came from the town daily.
- The occupation of the field varied between 20 and 250 aircraft, the average being about 100 planes. The impression was obtained that the occupation changed every week. The bulk of the aircraft were:
 - Twin-jet clanes a.
 - Single-jet planes b.
 - Twin-engine planes.

The remainder were biplanes.

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5. Description of aircraft types:

a. Trin-jet planes: Lov-wing monoplanes, plexi-glazed cockpit, nose wheel, a vertically retractable sheel under each wing, short undercarriage, single rudder assembly. A turbine aperture, about 22 inches in diameter, was in the nose. An about 50-inch "tube" extended beyond this aperture. At the bottom of fuselage, aft of wing roots, were two recesses derving as air and gas exits. The bottom side of the fuselage was black with soot. A machine gun was set in each wing. These planes were not considerably faster than speedy power planes. The front turbine apertures had colored rings (white, red, or yellow). This figures were painted on the wings and the fuselage.

- b. Single-jet aircraft: Similar to the twin-jet planes, such as: cockpit, "tube", projecting beyond turbine aperture in front, colored ringe at nose, inscriptions on fuselage and wings. Different features: No nose wheel, only one discharge orifice under fuselage.
- c. Ewin-engine aircraft: Low-wing monoplane, in-line engine, single rudder assembly, long and projecting nose, long under-carriage almost as with the Pieseler Storch. High climbing quality, speed almost as high as that of jet fighter. Propeller hub painted white, red, or yellow.
- 6. In the spring of 1948, the planes took of individually at short intervals. Take-offs and landings have been done in formations of three planes each since august 1948, but flying has been done individually and only occasionally in formations of three directeft. There was no night flying.

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1947 to October 1948

The information contained in paras 3 through 6 was fully confirmed and this additional information was given:

- 7. Location of wirfield see annex 2.
- 8. An uircraft repair shop (s.e annex 2) of simple sheds, each storing two or three planes, was located on the road to MINOR, opposite the ruins of a ferner barracks building. Then passist.

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 - 9. The occupation of the minfield varied between 500 600 air-craft (F-4). A general inspected the field in the late summer of 1948. According to rumors, the jet fighters were to be transferred. An average of 30 jet fighters were stationed at the field in august and occument 1948. These aircraft and their equipment were shipped by rail in Sept mber 1948. According to bookets who remained at the field, the pilot buttalion was being transferred to the Island of SAMMALIN. About 80 single-entire fighters with in-line on the and two to three twinentiae Douglas were still stationed at the field in October 1948. Two or taree jet fighters occasionally langed there.
 - 10. The jet fighters had one turbine and one or two discharge orifices. Apparently a cannon borrel extended beyond the turbine in front. A heavy machine par or a small cannon was set in each vin close to the fuselage.

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Comment:

- a. This report and a previous one + confirm location and condition of the known KeDATA sixfield.
- b. The occupation of the field since October 1947 by jet fighters was previously reported and is considered to be confirmed.
- c. From the accurate description of the observed aircraft types (particularly by presource), it is concluded with certainty that the twin-jet aircraft is identical to the LHG 9, and that the single-jet plane without note wheel is identical to the Yak-15.
- d. It is difficult to determine the twin-engine mireraft type observed since the spring of 1948. Their observed flying detivity indicates that the directions newly equipped with these planes and conducted basic flight training at the field. This type undoubtedly is not a conventional bamber, since no guns were mentioned. Also, the high speed is not true when compared with jet fighter type. It is more likely that a tain-engine destroyer or an air reconnaissance plane is concerned.
- e. The transfer of the jet lighter unit in the late summer of 1948 was one stated the one stated the lister of Salkalli and the other one the fur last as the present location. Such rumons, however, one not considered quite credible, as a deserter stated in 1947 that a ground attack regiment from CollBUO was transferred to the Island of Salkalli.
- f. after the transfer of the two jut fighter regiments (equipped with Yak-15c and hig-9c), a parently performed at intervals, the airfield apparently remained occupied by two fighter regiments equipped with a conventional Yah directly type, according to 3rd source of this report.
- 2 Annexes: (1) Airfield of KOBRIN, May 1947
 (2) Airfield of KOBRIN, October 1948

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